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THE DEVELOPMENT OF TRANSPORTATION IN RUMANIA

General

More than 45 railroad lines (over 50 percent of the main lines) were disabled or destroyed during the war. Likewise, 25 percent of our railroad stations and railroad junctions, 39 percent of our tunnels and railroad bridges, 55 percent of our signal and switch control towers, 19 percent of our railroad telecommunications, 55 percent of our freight cars, 33 percent of our passenger cars, and 14 percent of our locomotives were destroyed.

- 1 -

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This state of affairs was aggravated by the fact that the buildings and installations of most of the rolling stock repair shops, especially of the larger ones, had either been damaged or destroyed during the war, and that much of their equipment and many of their workers were not available immediately after 23 August 1944.

All this affected most adversely the railroad transportation system during the last months of 1944 and the first half of 1945. The number and tonnage of trains was greatly reduced, as was their speed. The number of passengers per kilometer was 45.5 percent lower than in 1938; the transportation of goods, 21.5 percent lower; and the average number of freight cars loaded daily, 36.5 percent lower.

The situation was equally bad in the other branches of transportation. Eighty-four percent of our seagoing freighters were destroyed. Only a small number of our larger vessels were saved through the vigilance of their crews. Our Danube freighters were in a similar situation; most of them had either been destroyed during the war or seized by the Germans who ordered them to sail up the Danube beyond the Rumanian frontiers. Moreover, many of our port installations and naval yards had been destroyed, and the navigable channel of the Danube was badly in need of repairs.

The airline terminals and airports and most of their installations were almost completely destroyed. The planes which had not been damaged were old and used.

Chaotic conditions prevailed also in road transportation. Roads were badly damaged, and only 50 percent of the bridges were open to traffic.

The reconstruction of our transportation system was of the greatest economic and political importance.

The war, as well as domestic needs, required the rapid reconstruction and reorganization of the transportation system. Without an adequate transportation system, soldiers could not be fed and the economic life of the country, the supplying of the rural and urban population with goods and foodstuffs, was in serious jeopardy.

Gheorghiu-Dej declared in November 1944 that "the solution of all our other problems hinges on transportation. In view of this, we must mobilize all our means of transportation and set up a plan for it."

During this period, sabotage by the reactionary elements of the first post-23 August 1944 governments prevented the prompt repair of the railroad network.

Gheorghiu-Dej became the Minister of Communications in the cabinet which was established on 6 March 1945.

Rail

With the establishment of the Petru Groza government, it became possible to put into practice the railroad reconstruction project prepared by Gheorghiu-Dej.

This project called for works valued at 97 billion lei which had to be completed in one year. They included the repair of locomotives and cars essential for railroad transportation, the repair of railroads and technical installations essential for train circulation, the completion of the reconstruction of the Tecuci-Faurei-Bucuresti-Caracal-Craiova network, and the provisional reopening of several minor lines. The reconstruction plan was exceeded.

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First, the provisional opening of the lines required for shipping food-stuffs to the front, for supplying the country with goods and food supplies, and for reconstructing industry was promptly completed.

Soon, trains began to circulate in Moldavia and Northern Transylvania, where railroad transportation had come to a complete standstill. More and more lines were gradually reopened so that by the end of 1946, only four of the 70 inoperative lines were still closed to traffic.

More than 83 percent of the lines, 90 percent of the bridges, 50 percent of the tunnels, 64 percent of the buildings, 97 percent of the locomotive and car repair shops, and 95 percent of the locomotive depots which were damaged or destroyed during the war had been reconstructed by the end of 1946.

Likewise, hundreds of locomotives and thousands of freight cars were repaired or rebuilt by the end of that year. Moreover, the railroad telecommunication installations were entirely rebuilt, expanded, and modernized.

The workshops and depots were modernized, and several new depots were built. The number of locomotives was increased by the addition of a few Rumanian locomotives of the 150,000 series, manufactured entirely in Rumania.

Gheorghiu-Dej established regional directorates, and, moreover, from as early as the beginning of 1945, he took the first steps toward the establishment of the Railroad Transportation Planning Directorate.

By fall 1946 railroads were able to fulfill nearly all the requirements of the national economy.

From 1944 to 1946, the number of trains increased nearly 50 percent, the commercial speed $\sqrt{\text{speed including stops}}$ 30 percent, and the average turnaround time of railroad cars, one of the most important indexes of railroad activity, decreased from approximately 23 days in 1944 to less than 13 in 1946. Thus, despite a relatively small number of freight cars, it was possible almost to double the number of cars loaded daily. The average daily run of locomotives was also almost doubled.

The reconstruction of Rumanian railroads would have been impossible without the tremendous assistance given by the Soviet Union in materials, technical and organizational guidance, and numerous reductions and even cancellations of war reparations.

In January 1945, on the occasion of Gheorghiu-Dej's first trip to Moscow, the USSR extended its invaluable assistance in the reconstruction of Rumanian railroads and other means of transportation.

On the occasion of Gheorghiu-Dej's second visit to Moscow, in September 1945, the USSR returned hundreds of locomotives and thousands of freight cars without demanding any payment.

Moreover, the USSR sent materials which were invaluable for the reconstruction of the Rumanian transportation system.

Water

All harbor installations which were destroyed during the war were soon rebuilt. The Danubian waterways became navigable again in the shortest possible time. Thirty-eight sunken vessels were raised and 500,000 cubic meters of silt was dredged. The traffic at Constanta soon returned to normal as a consequence

STAT

of the reconstruction of roads and railroad lines, the repair of buildings, etc. New vessels were soon being built in Rumanian shipyards. The Giurgiu, Turnu Severin, and Constanta shipyards were soon rebuilding damaged seagoing and river vessels.

In the field of water transportation, too, the assistance given by the Soviet Union was of the greatest importance. Following the restitution of commercial seagoing and river vessels, the Soviet Union contributed 50 percent of the capital for Sovromtransport, thus giving this enterprise the opportunity of operating with a large number of modern vessels and of assuming a leading position in the Rumanian transportation system.

Rumanian sailors were particularly grateful to the Soviet Union for returning the training ship Mircea, on which they served their apprenticeship and on which new generations of sailors are still being trained.

Air

The reconstruction of the destroyed airports and installations, as well as the rerouting of the main air routes was begun by TARS Soviet-Rumanian Civil Air Transport, established jointly by Rumania and the Soviet Union on 8 August 1945.

Due to the assistance of the Soviet Union, Rumania acquired many new transport planes, more modern and larger than the prewar ones.

Road

In June 1946, a State Enterprise for Motor Transport was established for the first time in Rumania. It was designed to supplement the railroads in the fields of passenger and freight transportation and thus strengthen the ties between town and village and combat the capitalist black marketeers who were using the motor transport facilities for their own criminal ends.

Following the conclusion of the economic agreement with the Soviet Union in September 1945, Rumania received thousands of trucks, spare parts, tires, and materials for manufacturing rubber from the USSR. Since then there has been a yearly increase in the number of trucks, passenger cars, materials, and spare parts received from the USSR.

On 10 November 1946, 2 years after assuming the position of Minister of Communications, on the occasion of the opening of the Caracal Viaduct, Gheorghiu-Dej stated:

"The Ministry of Communications and Public Works has been able to do its share in the great struggle for the reconstruction of the country. The restoration of our railroad network; the expansion of passenger and freight railroad traffic; the construction of new shops and depots; the speedy construction of the two new railroad lines, Bucharest-Craiova and Bumbest-Livezeni; the restoration and expansion of our river, maritime, and air traffic with the assistance of Sovromtransport and TARS; the reorganization of motor transport by the establishment of RATA (Administration of Vehicular Transport); the reestablishment and expansion of our telephone, telegraph, and postal network are, in short, only a few of the important achievements in the field of communications, basic contributions to the work of reconstructing our national economy."

Later Developments

The currency reform of 15 August 1947 allowed the transportation enterprises to balance their budgets and to expand without need for extraordinary means of financing. A few months later, following the adoption of the nationalization law of 11 June 1948, all means of transportation came under the state. It thus became possible to adopt a system of single management of the transportation facilities.

STAT

During 1947 and 1949, the last railroad lines destroyed during the war were reopened to traffic. Moreover, the railroad network was expanded by several new lines. As a consequence, the connections between the various provinces of the country were considerably improved.

Several regions of the country which had been neglected were included in the new railroad network, thus opening new vistas for economic and cultural progress. New opportunities for the improvement of the supply system of industry and population were opened.

Concurrently with these developments, locomotives were fully repaired and a few new ones acquired. Likewise, all damaged passenger and freight cars were fully repaired.

The commercial speed of trains, the load of the cars, and other factors compared favorably with those of 1938.

Assisted by the experience of the Soviet railroad workers, Rumanian workers adopted new working methods which led to increased production and labor productivity, to better-quality work, and to achievements which could not have been otherwise accomplished.

Following the 1947 economic agreement with the USSR, Rumania received larger quantities of materials, machinery for repair shops and equipment for construction projects, thus facilitating the steady development of the country's railroad transportation system.

In the marine transportation field, new vessels with modern equipment were built. The old ships were remodeled. Ports and harbor installations were entirely reconstructed and supplied with new equipment for easier handling of goods.

From 1947 to 1950, the traffic of goods increased 1.7 times, and transport capacity of the maritime fleet increased considerably as a result of the acquisition of new ships from the USSR. Rumanian shipyards also began to build new ships.

An important step was taken when the stevedores became state employees. Their working conditions have been improved by the gradual mechanization of heavy work.

In the civil aviation sector, the number of passengers and the volume of goods transported, including mail, increased considerably.

Following the example of the Soviet Union, civil aviation was placed at the service of agriculture, forestry, and public health.

Beginning with 1946, civil aircraft took part in the campaign for the extermination of locusts and termites and in the sowing campaign. In the same year, civil aviation helped combat epidemics in Moldavia.

With an effective system of public health aviation, it became possible for the public health planes to fly, from 1947 to 1950, a distance of 800,000 kilometers, carrying 1,676 doctors, 452 patients, and over 70,000 kilograms of medicine.

Following the removal of the Tatarescu liberals from the leadership of the Ministry of Public Works in 1947, bridges were rebuilt and over 1,000 kilometers of road were paved.

STAT

The USSR contributed to road construction by supplying equipment and teaching advanced working methods. Following the establishment of Sovromconstructie in 1949, the construction of roads and bridges proceeded at a faster pace.

Training

The Paltinis School Center, many other schools at all levels, and the Transportation Institute, are training young skilled workers, technicians, and engineers. Moreover, thousands of workers learn their skills or improve their status by attending skill-improvement schools, while thousands of others learn their skills at their place of work.

Attention has also been paid to the publishing of specialized technical papers and magazines for Rumanian transportation workers, technicians, and engineers.

Gheorghiu-Dej has displayed his concern for the welfare of transportation workers in numerous ways. Summer colonies, canteens, and homes were set up, and houses destroyed or damaged during the war were rebuilt or repaired. Moreover, new workers' homes are being built.

Workers, technicians, and engineers, trained and guided by the party and familiar with the achievements of Soviet railroad workers, have displayed significant successes in the organization and development of the railroad transportation system by extensively participating in socialist competitions.

Plan Fulfillment and Achievements

A comparison of the average achievements of 1950 and 1938 in the field of railroad transportation reveals the great progress which has been realized. The average daily load of freight cars was 15.7 percent higher [in 1949?] than in 1948, while their average run decreased 10 percent. This, as well as the 6.3-percent reduction of empty runs of cars reveals a distinct qualitative improvement. The 6.3-percent reduction also indicates a quantitative improvement since the empty run was shorter in 1949 than in 1948.

In 1950, the freight transportation plan was fulfilled 109.6 percent and the passenger transportation plan, 122.8 percent. This marks a 19.4-percent and 21-percent increase, respectively, over 1949. The average time of runs of the cars was 12.3 percent less than in 1949, while the speed of passenger and freight trains increased 9.5 percent and 6.9 percent, respectively.

Thirty-nine percent more passengers and 21 percent more freight were carried in 1950 than in 1938. The average time of runs of freight cars decreased 46 percent, while the average load increased 5.5 percent. The daily rolling time of passenger train and freight train locomotives increased 85 percent and 99 percent, respectively. The average speed of freight trains increased 10 percent.

In the field of railroad transportation, one of the principal reserves for increasing transportation capacity is the reduction of the turnaround time. This index is just as important for railroads as the shortening of the production cycle is for industry. The shorter the turnaround time, the better and more complete are the internal reserves of the railroads utilized for the fulfillment of transportation objectives. The task of reducing the turnaround time is of great importance for the fulfillment of the railroad transportation plan since it represents an actual increase in the capacity of the cars. The reduction of the turnaround time facilitates the overfulfillment of the transportation plan and guarantees the reduction of the transportation costs.

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The fulfillment of the Five-Year Plan also requires the creation of important accumulations. The reduction of transportation costs is the most important source of accumulations. A 20-percent reduction in transportation costs under those of 1950 is expected by 1955.

The first-year segment of the Five-Year Plan has been fulfilled 111.5 percent for railroad transportation, 117 percent for motor transportation, 109 percent for water transportation, 105 percent for air transportation, and 124.9 percent for industrial production in the transportation field.

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